

## CLAIMS

1. Motor vehicle (1), especially a convertible, with an automobile body, to which are assigned a pair (3; 6) of struts (4, 5; 7, 8), at least one vibration-selective detection unit for detecting longitudinal stresses of the struts (4, 5; 7, 8) during operation of the vehicle, and at least one actuator (14) for producing a force that counteracts a longitudinal stress, characterized by the fact that at least two struts (4, 5 and 7, 8) are connected by a holding device (10), which is movably supported relative to the body and to which a common actuator (14) is assigned for simultaneously influencing the struts (4, 5 and 7, 8) connected by it.

2. Motor vehicle in accordance with Claim 1, characterized by the fact that the holding device (10) is rotatably (12) supported on the automobile body.

3. Motor vehicle in accordance with Claim 2, characterized by the fact that the holding device (10) comprises at least one link (11), which rotates in its middle region about an axis (12) that is at least almost vertical and which is connected in its end regions with struts (4, 5; 7, 8).

4. Motor vehicle in accordance with any of Claims 1 to 3, characterized by the fact that the struts (4, 5; 7, 8) are components that are separate from the body and brace the body.

5. Motor vehicle in accordance with any of Claims 1 to 4, characterized by the fact that struts (4, 5; 7, 8) extend from outer peripheral areas of the body to a central region of the underbody (2).

6. Motor vehicle (1), especially a convertible, with a supporting frame, which includes at least one pair (3; 6) of struts (4, 5; 7, 8) and to which are assigned at least one vibration-selective detection unit for detecting longitudinal stresses of the struts (4, 5; 7, 8) during operation of the vehicle and at least one actuator (14) for producing a force that counteracts a longitudinal stress, characterized by the fact that at least two struts (4, 5; 7, 8) are connected by a holding device (10), which is movably supported relative to the supporting frame and to which a common actuator (14) is assigned for simultaneously influencing the struts (4, 5; 7, 8) connected by it.

7. Motor vehicle in accordance with any of Claims 1 to 6, characterized by the fact that a common vibration-selective detection unit is assigned to the holding device (10) for each pair (3; 6) of struts (4, 5; 7, 8).

8. Motor vehicle in accordance with any of Claims 1 to 7, characterized by the fact that the common actuator (14) is designed with several parts and has parts (14a; 14b) that can move relative to each other.

9. Motor vehicle in accordance with any of Claims 1 to 8, characterized by the fact that the detection unit includes a pressure-voltage converter.

10. Motor vehicle in accordance with any of Claims 1 to 9, characterized by the fact that the actuator (14) includes a voltage-pressure converter (15).